

be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

3. Level of service C - Also in the range of stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
4. Level of service D - Approaches unstable flow, where speed and freedom to maneuver are severely restricted. The driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
5. Level of service E - Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor. Driver and pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
6. Level of service F - Forced flow operations at low speeds, where volumes are below capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-of-service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. In many case, operating conditions of vehicles or pedestrians discharged from the queue may be quite good. It is the point at which arrival flow exceeds discharge flow which causes the queue to form. Level-of-service F is an appropriate designation for such points.

The ability of a motorist to drive at a desired speed is dependent upon the physical design of the road; the number and character of traffic control devices; the influence of traffic